

Wasatch Railway Immediate Plans

Track in A-1 Condition - ready for rolling stock.

Assemble Rolling stock:

618 From Fair Grounds in SL. to Garfield Western Tracks

618 Tender " " " " " " " "

4 Hospital Cars from Hill Field to " " " "

4 Older " " Ogden " " "

1 Flat Car

1 Box Car

1 Caboose in Provo to Geneva Steel in Orem Ut.

618 and all cars from SL. to Geneva " " "

35 from Calif. to Geneva Steel " "

Shay Engine Calif. to " " " "

Engine at Airport in SL to " " " "

Engine

Load 1500 Ties from Kennecott Open Pit & Transport
To Heber City

Track Work on Wasatch Mt. R.R. in A-1 Shop:

Initial inspection tour by

Write-up by Ed McLaughlin of Track needs.

2nd inspection by Dean Bates, Dr. Green, "Chick" Nielson.

Ties here from Kennecott

Distribute ties only as to be replaced.

Work on dips:

More gravel transported to site.

Tractor Available at gravel pit

Large jack to jack up rail

Wrenches, shovels, spike puller, drivers,
Dinky & gravel car.

Repaint Mile markers

Repaint & Replace Crossing signs.

Repaint switches

Remove all rock inside tracks

Measure 2 ft. Clearances all the way up Canyon

1970
 Year of Antiques:
 Antique R.R. Engines
 Antique Steam Engines
 Antique Fire Engines
 Many Antique People

Antique 'Old Flame' For Fire Buffs

By ROBERT MULLINS
 Deseret News Staffwriter

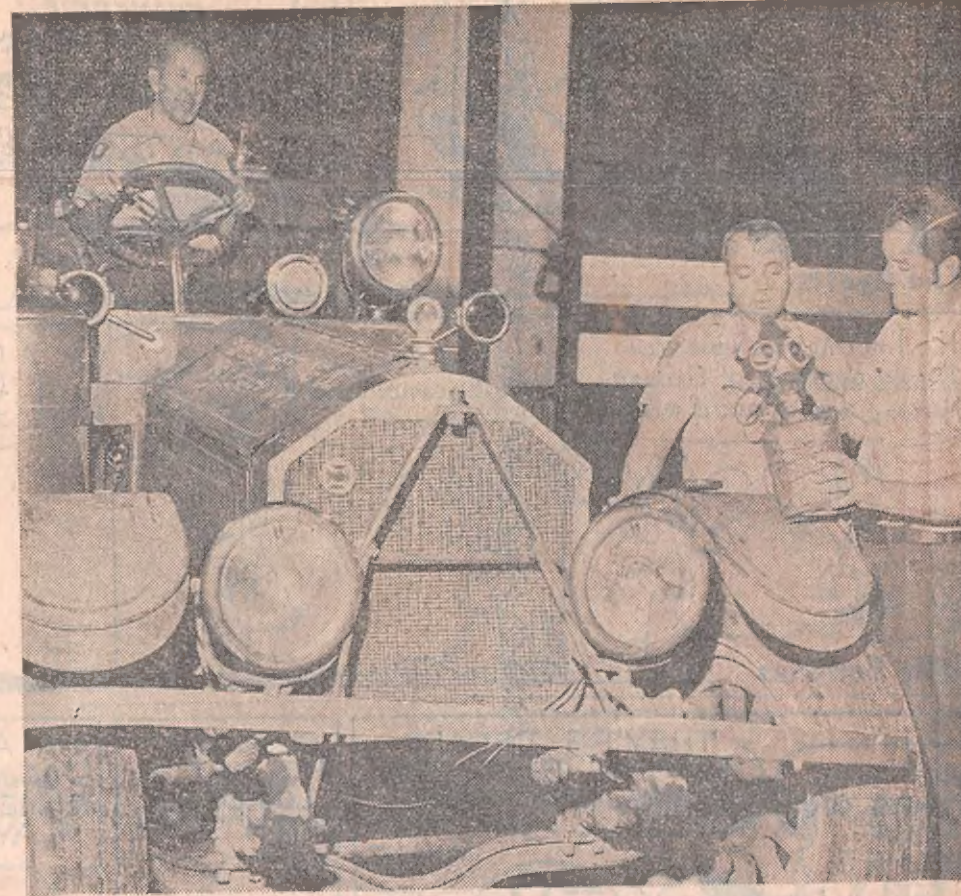
Salt Lake City doesn't expect to set the world on fire with the 1923 antique fire engine it acquired last week, nor does it expect to douse any fires with it.

But the city does want to start a nostalgic flame in the hearts of residents and tourists and to impress firemen and citizens alike with the romance and tradition of the fire fighting past.

The townspeople of Edgerton, Wyo., who accepted an operational 1948 model fire engine in trade for the antique, may have wished for something warmer than a flame in their hearts the day the trade was made.

It was the coldest day of the season in Edgerton when Capt. Roy E. Hardy, president, Salt Lake Fire Department Relief Association, and fire fighter Hugh Steele, chairman of the Salt Lake Department's restoration committee, arrived.

At a temperature of 18 degrees below zero, Edgerton's only other fire truck was frozen in its tracks. The 1948 engine Hardy and Steele brought with them provided the town with instant fire protection they would otherwise



Firemen Hugh Steele, seated, Capt. Roy E. Hardy, and Gary Maxfield look over antique fire engine acquired by city for museum.

have been without.

Acquisition of the antique by the Salt Lake Fire Department

was made in cooperation with the Utah State Historical Society as the first step

in the preparation of a fire fighter museum.

Hardy said the old machine

will be housed in Ottinger Hall, to be restored as a museum, at the mouth of Memory Grove. The city will also place a 1930 Mack engine in the museum, along with an 1896 "steamer" engine.

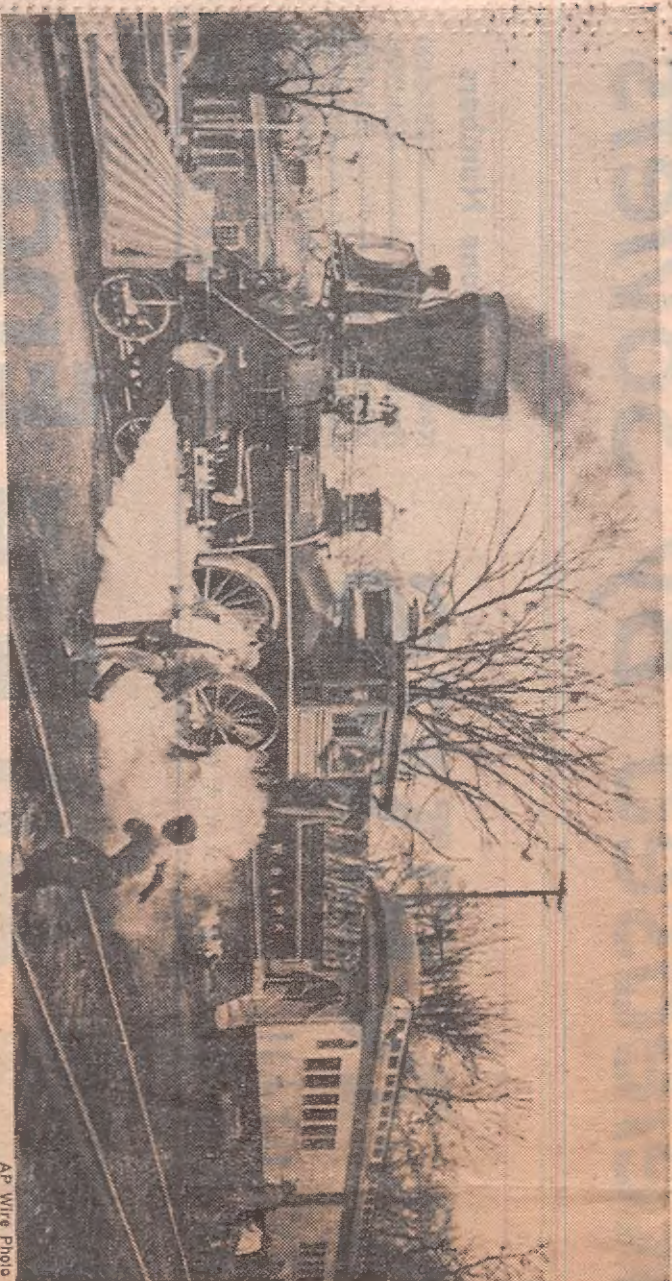
The latter has been loaned to the city for display by Walter Larson Ford.

Hardy said the three old machines will also be used in July 24 parades and on other historic occasions.

The Ottinger Hall museum has been proposed by the historical society as one point of interest on a tourists' "walking tour" of Salt Lake City. Such a tour would begin at Temple Square, proceed to the State Capitol and the restored original city hall across the street from the capitol, then to Memory Grove and the museum.

The Salt Lake Fire Department first learned of the antique engine when Edgerton relatives of fire fighter George Anderson told him about it. Negotiations to acquire the engine were begun by Hardy and Steele in October.

The antique engine is "in great condition," Hardy said. It is operational, still has its original tires and came complete with original oxygen masks, also operational, he noted.



Court Bid Runs Out Of Steam

Chattanooga, Tenn., Monday lost its bid for a Supreme Court review of its claim on the resting place for the Civil War locomotive the "General." The engine, on tour in Louisville, Ky., above, in 1962, is owned by the Louisville and Nashville Railroad which ordered it kept in Kennesaw, Ga. Chattanooga challenged the decision in the courts.

*This Letter went out on
Chamber Stationery
11-11-70*

Dear _____

We are inclosing a note form for you to fill out your pledge to purchase ~~_____~~ stock in the newly formed Wasatch Mountain Railway and Development Co. Inc.

We do appreciate very much your interest in this endeavor, and promise you that all efforts will be made to make this venture most profitable to you as an initial stockholder.

As you will note, we are allowing ninety days interest free for this pledge to be made. After this date, interest will be charged at the rate of 7 1/2%

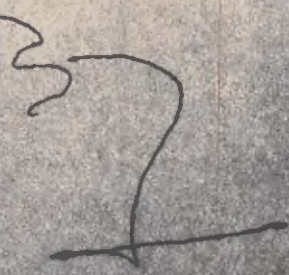
Please make all checks payable to the Wasatch ~~Mt.~~ Mt. Railway & Development Co. Inc. and mail to Mr. J. Harold Call, Attorney, 23 West Center, Heber City,

Utah, ⁹⁴⁰³² who is our registered agent., and will issue the necessary receipts until such time as the stock certificates can be issued.

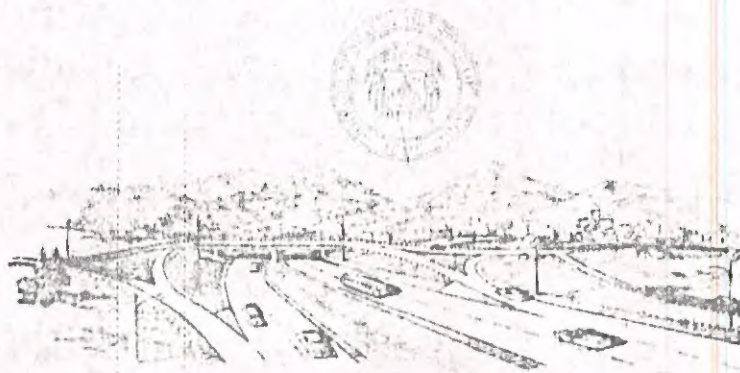
I am sure you realize that our success is dependent upon time, as well as money, and your prompt ~~response~~ performance on this initial pledge will go a long way to assure our ultimate success.

Very truly yours,

Lowell Ashton, President
Wasatch Mountain Railway and Development Co. Inc.



DIRECTOR
HENRY C. HELLAND



STATE HIGHWAY ENGINEER
BLAINE J. KAY

Utah State Department of Highways

District Six

Orem, Utah

November 12, 1970

Ashton's, Inc.
Mr. Lowe Ashton
P. O. Box 67
Heber, Utah

Dear Mr. Ashton,

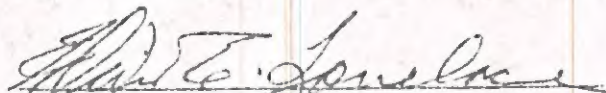
This is to acknowledge your letter of November 2, 1970, whereby you indicated that you were willing to waive any rent on the property which I understand you now own, and which was formerly leased to the Highway Department by the Denver & Rio Grande Western Railroad Company for the free use of the oil storage tanks owned by the Highway Department, for use in connection with your steam railroad venture.

Inasmuch as there is some doubt as to how long the Railroad will be in operation, and as the Highway Department does not have any further need for these tanks, the removal of the tanks by us would be more expensive than to leave them in place. Therefore, it is the decision of the Highway Department that if you agree the tanks will become your property, and should the need ever arise it would then be your responsibility to remove the same. The Highway Department would then have no further obligation for maintenance or removal of said tanks.

Not
So !!

If this is satisfactory with you, please advise and consider the agreement consummated.

Yours truly,


Edwin E. Lovelace, District Engineer

EEL/mba

cc Enos Nielson, District Claims & Permits Officer

Physical Problems which
faced the new Wasatch Mt.
Railway & Development Company
as to the track and Road bed

It became immediately necessary
to walk the entire proposed line
and assess the problems from Heber
to Olmsted Plant, because of the need to
transport our heavy equipment ^{over that} complete line
This was done & written Report
made by a competent ^{professional} track man
(~~professional~~).

The findings were 1. wiggly
track from Heber to Charleston -
with numerous broken ties and
missing ties (stolen)

2. Whole track grown over with
weeds, and fences across
the right of way.

3. 5 areas of willows ~~growth~~ ^{over-}
growth in Midway, State Park
and U.S. National Park areas.

~~The land slide on one cut
next to the~~

4. a 25 foot long & 3 foot high
land slide over the track in
one cut next to Deer Creek
Reservoir.

5. Many rotten & broken ties thru out the whole length of the line.
6. One huge boulder slide over the track in one Reservoir cut. There were 4 boulders as big as a Volkswagen auto and numerous smaller ones strewn over that area.
7. Two ^{100ft} major dips in the track where land had slipped from beneath the track and allowed the track to drop down 30 inches below grade -
8. Seven lengths of broken & bent rail in the Reservoir area & Bridal Veil Falls area -
9. A series of roller coaster dips below Hoover's Ranch with track malalignment -
10. A land slough in the water crest area above the old wooden trestle. There was ~~about~~ a soggy water covered area of track and dammed runoff water accumulation.
11. There were 15 broken & rotten ~~the~~ 10ft. ties which needed replacement on the old wooden trestle

before we could allow a 106 ton engine & ~~many~~^{other rail} ~~toned~~ cars to cross it.

12. There were numerous rock-strewn areas between Wildwood & Bridal Veil Falls.

13. 5 of the above-mentioned broken & badly bent rail sections were ~~at~~ below Bridal Veil Falls.

14. at this same point 4 large boulders sat on the tracks where they had rolled off the steep granite cliffs above.

15. 2 days after the State Road Commission had allowed our committee the privilege to use their track & rail, we found that same commission had filled tar 1 1/2' deep over Gunn's crossing to aid better auto travel over the track at that point.

16. About this time we learned that the #618 ^{Engine} at Utah State Fairgrounds would cost us \$12,106 to crane onto a low-boy & transport 0.4 mile to Glenfield & Western track siding.

Simultaneously, there were developing problems with one Railway Company in proposed transport of our heavy equipment over their rails.

Soon after this Provo City started proceedings to tear up the connecting track ~~from~~ thru Provo City that was needed for getting our equipment up the canyon - This would have made our land-locked Railway, land lock before we had started.

As we ran head long into these headaches, we were forced to sit down, plan, and day-by-day knock out each priority problem as it arose.

I recall the date of sanction (22 Sept 70) to use Alaska State-Owned Trackage (which in itself was a hard & bitter fight) till the present—

There have been many volunteer laborers come and help do the next bit of work to help "Save the Hiker Creeper."

Each job was faced as we chugged our 8-ton Davenport down the tracks—

1st Shovel off the sand fill over the tracks, & cutting down overgrown willows,

2nd Dynamiting large rocks, scrubbing the remainder off with volunteer tractor and chains

3rd Hauling gravel to the clips, jacking up the truck and tamping

- 6 -

the train - bringing the
truck back up to grade -
4th Hand picking off rock
and prying larger ones
off the right of way.

Volunteer help included, miners,
doctors, a nurse, professional
mechanical engineers, medical
technician, artist, welder,
ball game policeman, oil
dealer. Utah citizen boys
laborers including those from Salt
Lake, Ogden, Provo, Orem
Utah City & Richway Utah

Each job continued to
come up and only to fall ^{under} control
to the determined effort of
all enthusiastic workers -

5th The seven broken & bent
rails have now all been torn
up & ~~replaced~~ spiked back into place.

6th The boulders have been
blasted, humped out, and
pulled off the track.

7th The willows have been snipped
one by one with hand snippers.

8th The track-aligning is presently
proceeding on schedule

7-

~~MAN~~

9th Broken & Rotten ties were
man - one by one being ~~removed~~.
Ground dug out & ~~sp~~ hand spiked
back in -

10th

Thus is the saga of the
winning of the rails -

Dr. L. R. Green

11-13-70

Logistics of
TRAIN & Equipment Movement:
Priority

Plans

Train # 1

Date:

618 off Fairgrounds onto SL & Garfield
Western Tracks Complete

4 Medical Hospital Cars from Ogden to SL
onto SL & Garfield West. tracks

Move this train to Provo & pick up
Caboose from siding.

Move this train to Olmsted

Move this " up Provo Canyon

Train # 2

- # 110 at SL Airport siding
(Turn wheels & inspect for interchange.)
- 4 Old wooden cars from Ogden to S.L.
(Need inspection for interchange) 12th street Lumber Yard
- # 35 Mikado from Skodiak
onto Flat car or Low Boy to Geneva Steel Yard
- 2 Box Cars from SL Bamberger Truck.)
- 1 Lathe on flat car in SL
- 1 18 Ton Diesel Plymouth @ Alt. Power Light yard
- at Olmsted
- 1 Steam Crane from Gunnison to Provo
- 1 Belly Dump Gravel car from " " "

Priority Movement:

<u>Train # 3</u>		
1	Shay (3-Truck)	at Stockton Calif. 80-Ton
1	2-6-2	50-Ton Engine " "
1	0-6-0	10-Ton Engine " "

Train # 4

1	150 Ton Passenger Locomotive	at Childress Texas
	Cost	10,000

14 Nov 1970

1st Train Moves from
SLCU to Provo, Utah

From Provo to Heber:
Engine #618 + 4 Hospital
Cars + Caboose from Provo.



2 - 8 - 0 106 Tons
618 1907 Baldwin Engine
formerly run by Union Pacific R.R.

Here she sits at Salt Lake
Fairgrounds, prior to her
move to Provo and thence
to Heber City, Utah.

